



CITY OF MILWAUKIE

Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way



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Section 1: Introduction

Section 1.1: The City of Milwaukie

Milwaukie is a city with a population of approximately 21,000 and conveniently located in Clackamas County immediately south of Portland, Oregon. Founded in 1847, Milwaukie is a vibrant and growing city with a mix of historic and modern elements.

The Americans With Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way was created in order to meet our city's growing need for pedestrian connectivity, to address key issues with accessibility, and to comply with Title II requirements of the Americans with Disabilities Act.

Section 1.2: The Americans with Disabilities Act (ADA)

The American's with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications. The ADA is companion civil rights legislation within the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The Act also protects employees with disabilities, with certain protections and requires employers to make reasonable accommodation for applicants and employees with disabilities.

Title II of the ADA applies to State and local government entities and protects qualified individuals with disabilities from discrimination based on disability in services, programs, and activities provided by State and local government entities. This includes allowing access for people with disabilities to State and local government services and facilities (government buildings, city parks, public schools, etc.).

Section 1.3: Goals and Objectives

The City of Milwaukie Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way was created to fulfill federal requirements for providing access to public services, programs, activities, and facilities. Additionally, the plan also enables the City to create a better network of accessible pedestrian facilities within the public Right-of-Way (such as sidewalks and curb ramps) throughout the city for persons with disabilities. The goal of the plan is to optimize the pedestrian experience and to provide safe and usable pedestrian facilities for all pedestrians in Milwaukie, and to assure compliance with all federal, state, and local regulations and standards.

Section 1.4: ADA Transition Plan Requirements

Per the ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications are needed to provide access to public services or facilities. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all their services and facilities are accessible to individuals with disabilities. The ADA Transition Plan for Accessibility in Public Rights-of-Way is limited to evaluating physical barriers specifically within the public right-of-Way, and is separate from an ADA Transition Plan that focuses on removing structural barriers outside of the right-of-way to allow access for all facilities and services covered by the Act.

Beyond physical barrier removal, an analysis of the existing facilities is important to determine what physical changes are necessary. The ADA Transition Plan for Accessibility in Public Rights-of-Way

documents what actions the City will take to alter its facilities. The ADA requires that the ADA Transition Plan for Accessibility in Public Rights-of-Way be submitted for public review before final approval and adoption by the appropriate regulatory agency.

The ADA Transition Plan for Accessibility in Public Rights-of-Way is required by the Department of Justice (DOJ) to address the following aspects of accessibility:

1. If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other sloped areas where sidewalks cross curbs, giving priority to walkways serving entities covered by the Title II, including state and local government offices and facilities, transportation, places of public accommodation, and major employment sites, followed by walkways serving other areas;
2. The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible, and
3. The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance and, if the time period for the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

Section 1.5: Federal Requirements & Guidelines

Title VI of the Civil Rights Act of 1964, [42 U.S.C. 200d-1]

Title VI prohibits discrimination based on race, color, or national origin in programs and activities receiving federal assistance.

Section 504 of the Rehabilitation Act of 1973 [29 U.S.C. 794]

Section 504 prohibits discrimination against individuals with disabilities under any program or agency receiving federal financial assistance. The head of each such agency shall promulgate such regulations as may be necessary to carry out the amendments to this section made by the Rehabilitation, Comprehensive Services, and Development Disabilities Act of 1978.

Federal Highway Administration (FHWA) routinely provides federal assistance to state and local governments for the development of the transportation system.

Section 109 of Title I of the Housing and Community Development Act of 1974 [42 U.S.C. 5309]

Section 109 prohibits discrimination based on race, color, national origin, sex or religion in programs and activities receiving financial assistance from the U.S. Department of Housing and Urban Development's (HUD) Community Development and Block Grant Programs.

Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)

The ADA prohibits discrimination against individuals with disabilities, and Title II of the ADA applies specifically to state and local governments.

Title II of the ADA [28 CFR Section 35. 150(d)]

If structural changes to facilities are required to insure accessibility compliance, Title II requires that a public entity of 50 or more employees develop a transition plan that establishes the

necessary steps to complete the changes. The transition plan should contain, at a minimum, the basic components as follows:

1. List of the physical barriers in the right-of-way that limit accessibility of persons with disabilities.
2. Description of methods to be utilized to remove the barriers.
3. Schedule for taking the necessary steps to achieve compliance. If the plan is longer than one (1) year, identify the steps that will be taken each year over the course of the plan.
4. Name of official responsible for transition plan implementation.

An opportunity for public comment on the transition plan shall be made available to interested persons, including those with disabilities or organizations representing individuals with disabilities. A copy of the transition plan shall be made available for public inspection.

Access Board's Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (2011 NPRM, 36 CFR Part 1190, Docket No. ATBCB 2011-04)

The Access Board's proposed guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way are to ensure these facilities are accessible and usable by pedestrians with disabilities. These guidelines were first published for public comment on July 26, 2011, with corrections issued on July 29, 2011, and the comment period was reopened on December 5, 2011 per requests from the National Association of Counties, the National League of Cities, and the U.S. Conference of Mayors. When the guidelines are adopted, with or without additions and modifications, they will become the accessibility standards with mandatory compliance issued by other federal agencies implementing the ADA, section 504 of the Rehabilitation Act, and the Architectural Barriers Act.

In the interim, the U. S. Department of Transportation's Federal Highway Administration (FHWA) has identified the 2005 draft Public Right-of-Way Accessibility Guidelines (PROWAG) as the current best practice in accessible pedestrian design under the FHWA Federal-aid (504) regulation.

It is specifically noted in the guidelines that the proposed guidelines do not address existing facilities unless they are included within the scope of an alteration undertaken by the agency. This standard has been typical of all previously adopted or proposed guidelines in that the guidance only applies to new or altered facilities.

Section 1.6: State Law

Oregon Revised Statutes Chapter 447 – Standards and Specifications for Access by Persons with Disabilities (sections 447.210 to 447.310)

The construction standards for curbs on either side of any city street, county road, state highway, or any connecting street, road, or highway for which curbs and sidewalks have been prescribed by the governing body of the city or county or Department of Transportation require at least two (2) curb cuts or ramps per linear block located on or near the crosswalks at intersections. Each curb cut or ramp shall be at least 48 inches wide, where possible, and a minimum of 36 inches wide where 48 inches cannot be accommodated. The slope must not exceed a ratio of 1:12. For cases where a slope of 1:12 is not possible, a slope between 1:10 and 1:12 is allowed for a

maximum rise of 6 inches and a slope between 1:8 and 1:10 is permitted for a maximum rise of 3 inches. The slope must never exceed 1:8.

Section 1.7: City Policies

Milwaukie Municipal Code (MMC) Chapter 12 – Streets, Sidewalks, and Public Places

12.16.040 Access Management - Access Requirements and Standards: specifies that private property shall be provided street access using accessways, and that driveway approaches shall be designed to meet all applicable standards of the Americans with Disabilities Act.

Milwaukie Municipal Code (MMC) Chapter 19 – Zoning

19.708.3 Public Facility Improvements – Transportation Facility Requirements – Sidewalk Requirements and Standards: Specifies that sidewalks shall be provided on the public street frontage of all development, and that Americans with Disabilities Act (ADA) requirements for public sidewalks shall apply where there is a conflict with City standards.

Milwaukie Transportation System Plan (TSP) 2013 Chapter 2 – Goals and Policies

Goal 2 Safety: Identifies the need to develop and maintain a safe and secure transportation system that meets standards outlined in the Americans with Disabilities Act (ADA).

Milwaukie Transportation System Plan (TSP) 2013 Chapter 5 – Pedestrian Element

Facilities: Specifies that the most common type of pedestrian facility is a concrete sidewalk, and that sidewalks must be built to comply with the Americans with Disabilities Act (ADA), and identifies important local connections and regionally important pedestrian streets.

Milwaukie Public Works Standards (PWS) Section 5 – Streets

5.0061 Sidewalks – Sidewalk Ramps: Adopted in 2007, and most recently updated in 2015, this manual specifies design and construction standards. This section specifies that all intersections shall contain sidewalk ramps for access. Sidewalk ramps shall be located regarding storm water flows, street grades, utility or light pole locations, and existing opposing ramps. Sidewalk ramps shall meet all applicable guidelines of the Americans with Disabilities Act (ADA).

Section 1.8: ADA Standards & Requirements

The Department of Justice published revised regulations for Title II of the ADA in the Federal Register in 2010. These regulations adopted revised, enforceable accessibility standards called the 2010 ADA Standards for Accessible Design.

While these standards address certain features common to public pedestrian facilities, further guidance is necessary to address conditions and constraints unique to public rights-of-way. The United States Access Board has created the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). These guidelines are compliant with, but more stringent than, the current ADA Standards for Accessible Design, and are expected to be officially adopted as accessibility standards. As such, PROWAG has been adopted as the current construction standard for the City of Milwaukie for the construction of sidewalks and curb ramps.

Section 2: City Actions Toward Compliance

Section 2.1: Community Planning Advisory Council

The Public Safety Advisory Committee (PSAC) was created to advise and make recommendations on community livability concerns related to public safety and neighborhood livability. PSAC consists of Neighborhood District Association (NDA) members and a few members at large. As part of the public participation process, City Council designated the PSAC as Milwaukie's Community Planning Advisory Council. The Community Planning Advisory Council will allow for additional input from key stakeholders, planning professionals, policy makers, and the public. The Community Planning Advisory Council also helped vet and review the development of the ADA Transition Plan for Accessibility in the Public Right-of-Way.

Section 2.2: Identification of Priority Streets

The City also worked alongside the Community Planning Advisory Council and the respective NDAs to identify priority corridors within the neighborhoods to include safe routes to school and facilities covered by Title II. The major determinants for prioritizing and ranking routes follow ADA guidelines, as contained in 28 CFR Part 35 section 35.150 (d) which states that a public entity's transition plan shall give priority to "walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas". Routes identified by the City and the Community Planning Advisory Council follow these guidelines which are as follows:

Use Priority 1: State and Local Government and Public Use

Priority 1 areas are those within the public right-of-way that abut or serve public and governmental agencies and offices, and include the following:

1. State, county and local government buildings located within the City
2. Public hospitals, health clinics, medical clinics, mental health clinics and therapy centers
3. Public housing projects and homeless shelters
4. City parks
5. Public schools, including in the following order, but not limited to: community colleges; high school, junior high and elementary school programs with magnet programs for children with disabilities; and all other schools
6. State and local district offices with high public traffic, beginning with, but not limited to: transportation hubs and major corridors and routes; Department of Motor Vehicles offices; state parks, and prisons

Use Priority 2: Public Accommodations

Priority 2 areas are those within the public right-of-way that abut or serve places of public accommodation and include the following:

1. Private hospitals, doctors' offices, and medical and mental health offices
2. Senior facilities
3. Major shopping malls
4. Large housing complexes
5. Major employment sites

6. Supermarkets
7. Retail strip centers
8. Small apartment facilities
9. Service sites of disability organizations
10. Rehabilitation facilities

Use Priority 3: Low-Density Residential and Other Uses

Priority 3 areas are those within the public right-of-way that abut or serve:

1. Single-family residential areas
2. Industrial areas
3. Areas that have not fallen into any of the above groups

A map showing all ADA priority corridors can be found in Appendix C: ADA Priority Corridors Map.

Section 2.3: Outreach

Staff worked with the Community Planning Advisory Council to create a program called Safe Access for Everyone (SAFE). SAFE was created to reach ADA compliance within the identified corridors more quickly. In developing SAFE, staff attended First Friday events, Farmer's Market events, and seven Neighborhood District Association meetings to introduce the priority corridors that Community Planning Advisory Council and City staff identified, and to receive feedback on the program. These events also served to solicit input from the public to determine route priorities and pedestrian facility needs.

First Friday & Farmer's Market

City staff met with members of the community at several First Friday and Farmer's Market events to discuss the need for ADA compliant facilities and updated pedestrian and bicycle infrastructure. Staff handed out comment cards and questionnaires to determine how people felt about the City's current infrastructure, what funding methods they would consider for upgrading or installing new infrastructure, and what types of routes they would suggest the City work on first (larger streets, safe routes to schools, or neighborhood streets). The information gathered from these events was used to determine funding options and prioritization of projects identified in the Action Plan (see "Section 4: Action Plan").

NDA Meetings

City staff made presentations at Neighborhood District Association meetings for Historic Milwaukie, Ardenwald, Lewelling, Hector Campbell, Linwood, Lake Road, and Island Station. Meeting attendees were asked to participate in a dot exercise to determine their bicycle and pedestrian facility priorities. Options included: removing barriers for pedestrian facilities, repairing existing pedestrian facilities, adding new pedestrian facilities, reaching compliance with ADA standards for ramps, or adding new bicycle facilities. The information gathered at these meetings was used to help determine the prioritization of projects identified in the Action Plan.

SAFE Open House

Staff held an Open House on October 10, 2016. Attendees were presented with information on the City's need for new and updated pedestrian infrastructure to meet compliance with ADA standards and

to improve pedestrian safety. The presentation included information regarding the types of pedestrian improvements needed, bicycle improvements, funding options which included a proposed SAFE fee, the projects that would be funded through the SAFE program which include those contained within the ADA Transition Plan, and the existing Street Surface Maintenance Program (SSMP). Attendees were also provided with information of how the new program and fee compared to other jurisdictions.

City Council Public Hearing

City council held a public hearing to discuss ADA & SAFE. Attendees were presented again with information about the new SAFE program, projects associated with it, the new fee, how the fee would benefit the existing SSMP, how projects were selected, and how the City was required to create a program to comply with ADA standards. Milwaukie residents and businesses owners could address council directly with questions, concerns, or other input regarding the program.

SAFE Adoption

City council adopted the SAFE program on November 1st, 2016 which established the funding mechanism for the new ADA Transition plan being proposed.

Transition Plan Comment Period

On March 30th, 2018, the City put the Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way out for public comment. The plan was posted to the website and an ad was placed in the Oregonian. Comment cards for the plan were made available on the website, however the public was also able to send their comments in via email or letter until April 20th, 2018.

On April 24th, 2018, the comment period was extended to May 18th, 2018. Another ad was posted in the Oregonian and the City's Facebook page posted a link and called for comments.

The following comments were received on the Facebook post made on April 24th, 2018:

- "King Road! I spend half the route walking in the bike lane and the other half worried that a hazard is going to trip me up. Between the uneven surfaces and encroaching vegetation, that sorry excuse for a sidewalk is a disaster waiting to happen."
 - "The funny thing is, I'm 40 and was born in Milwaukie - I remember it being exactly this bad when I tried to walk or ride King Rd as a child. I don't think that road or the sidewalks were ever new and smooth. They were built pre-aged."
 - "And how about the giant step up you have to take to get back on the sidewalk whenever you cross a side street? Can I get a ladder please?"
- "32nd and Olsen St. West side. Between the coffee place and the old garage. Also, can you please pave and sidewalk ALL of the streets from JC to Harrison on the west side? Other than Boyd, of course, as it is already paved and sidewalked. Thank you!!"

No other comments were received.

See Appendix G: Public Outreach Materials and Comments for all comments received during the different public outreach periods.

Section 3: Self-Evaluation Inventory and Findings

Title II of the ADA dictates that a public entity must conduct a self-evaluation of its facilities. It is intended to identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity then must proceed to make necessary changes resulting from the self-evaluation. The ADA further requires that an ADA transition plan be prepared to describe any structural or physical changes required to make programs accessible. The transition plan includes curbs, ramps, and sidewalks in the public right-of-way as addressed here.

Section 3.1: Purpose

The City has a wide variety of facilities within the public right-of-way. These facilities include sidewalks, curb ramps, on-street accessible parking spaces, multi-use paths, pedestrian bridges, pedestrian signal systems, and unimproved open spaces or natural areas. The City undertook a comprehensive analysis of pedestrian facilities to document existing conditions within the public right-of-way.

The purpose of the inventory is to show a new baseline of existing pedestrian facilities in the City of Milwaukee. The information gathered was used to create the Action Plan (as described in this plan under “Section 4: Action Plan”) to comply with the ADA and City-approved policies.

The inventory of City pedestrian facilities is an ongoing process. As new development and infrastructure repairs occur the information must be updated to reflect that. Further, the inventory process will be used to monitor existing facilities for worsening condition or non-compliance.

Section 3.2: Inventory Process and Data Collection Items

City staff began analyzing existing pedestrian facilities and on-street accessible parking in March 2016. Pertinent measurements were taken along with visual inspection to determine where facilities existed within the public right-of-way, and whether existing facilities complied with ADA and City standards.

Information and photos collected were compiled into a master database using Microsoft Excel and ArcGIS (a geographic information system for working with maps and compiling geographic data). The database is used to determine where pedestrian facilities and on-street accessible parking are needed to be constructed, reconstructed, or otherwise made to comply with ADA and City of Milwaukee standards.

For detailed measurements of sidewalks, staff collected the following information:

Cross Slope: To determine if the sidewalk met the ADA requirement for a maximum cross slope of 2%.

Running Slope: To determine if the sidewalk met the ADA requirement of a running slope that matched or was less than the running slope of the adjacent roadway or other requirement.

Width: To determine if the sidewalk met the PROWAG requirement of 5' wide, or 4' wide with a 5' passing space at least every 200'.

For detailed measurements of ramps, staff collected the following information:

Ramp Type: To determine whether the ramp is a perpendicular curb ramp, a parallel curb ramp, a blended transition, or another configuration.

Curb Ramp Dimensions: To determine if the ramp met the PROWAG minimum requirement of 4 feet wide.

Cross Slope: To determine if the ramp and sidewalk met the ADA requirement for a maximum cross slope of 2%.

Ramp Running Slope: To determine if the running slope of the ramp was 8.33% or less.

Tactile Guidestrips: To determine if tactile guidestrips were present, and if they met material and minimum dimension requirements.

Landing/Turning Space: To determine if the ramp met the PROWAG required dimensions of 4 feet by 4 feet for a landing space and had a maximum slope of 2%, in any direction.

Sidewalk Approach: To determine if the sidewalk approach grade in the direction of travel met the PROWAG requirements.

Vertical Edge: To determine if the vertical edges of the curb ramp met the PROWAG requirement of ¼" maximum.

Stop or Yield Control: To determine what, if any, stop or yield control is present at the pedestrian crossing and to determine the appropriate PROWAG design standard to apply.

Pedestrian Crossing: To determine if the cross slope and travel grade meet the PROWAG requirements of 2% and 5%, respectively, for stop controlled pedestrian crossings and match existing roadway grade for pedestrian crossings without stop control.

For detailed measurements of on-street accessible parking spaces, staff collected the following information:

Number of Existing Spaces: To determine the number of existing marked on-street parking spaces that are available on a block, and to determine if the block meets the requirement of 1 marked accessible parking space for every 25 marked parking spaces.

Parking Type: To determine whether the accessible parking space is parallel, or angled and to determine the appropriate PROWAG design standard to apply.

Adjacent Sidewalk Width: To determine the width of the adjacent sidewalk to determine the appropriate PROWAG design standard to apply.

Access Aisle Width: To determine if the access aisle meets the PROWAG requirement of at least 8' for perpendicular or angled parking and 5' for parallel parking with adjacent sidewalks wider than 14'.

Access Aisle Connection: To determine if the accessible space's access aisle has the required ramp connecting to the adjacent sidewalk, and to determine if the ramp meets all ADA requirements.

Section 3.3: Summary of Inventory Findings

Sidewalks

- Over 60 miles of sidewalk were analyzed.
 - 30% of inventoried sidewalks are compliant with ADA standards.
 - 30% of inventoried sidewalks are non-compliant with ADA standards.
 - 40% of inventoried sidewalks have barrier issues.
- Approximately 98 miles of sidewalk need to be constructed where there are gaps or no pedestrian facilities available.
- Approximately 42 miles of sidewalk need to be reconstructed where there are currently barriers or non-compliant elements.

Ramps

- Over 800 existing ramps were analyzed
 - 28% are compliant with ADA standards
 - 72% are non-compliant with ADA standards
- Approximately 650 new ramps need to be constructed where there are gaps or no pedestrian facilities available.
- Approximately 635 ramps need to be reconstructed at intersections with barriers
- Approximately 53% of all pedestrian crossings have stop or yield control

See Appendix B: Existing Pedestrian Facilities Maps.

On-Street Accessible Parking

- 24 total accessible spaces are required.
- 9 existing accessible spaces were inventoried.
 - 56% are compliant with PROWAG standards
 - 44% are non-compliant with PROWAG standards
- 16 new accessible spaces need to be installed.
- 4 accessible spaces need to be relocated or re-installed to meet current standards.

Section 4: Action Plan

Section 4.1: Introduction

The Action Plan is a final step in determining the extent of projects necessary to implement the ADA Transition Plan for Accessibility in Public Rights-of-Way. The Plan includes specified projects for the construction of accessibility improvements. These projects include curb ramps, accessible pedestrian signals, sidewalk barrier removal, sidewalk installation, crosswalk markings, and other work necessary to bring the City's infrastructure into compliance with ADA. The Action Plan lays the groundwork and the extent of work required, prioritization, locations, and potential funding sources.

The Action Plan includes a detailed and prioritized list of projects and improvements necessary to meet ADA compliance. The Action Plan has been reviewed by the City of Milwaukie and the Community Planning Advisory Council. The Action Plan anticipates a twenty-five (25) year implementation period to achieve compliance with program accessibility requirements.

Allowance has been provided within the plan for some new projects identified through the ADA Request for Service process described in "Section 4.6: Request for Service" of this plan. Additional work, such as the reconstruction or construction of pedestrian facilities such as sidewalks or curb ramps as well as additional on-street parking beyond the minimum program access requirements will continue beyond the timeframe identified above.

Section 4.2: Extent of Required ADA Work

The extent of work included in this ADA Transition Plan for Accessibility in Public Rights-of-Way includes the types of improvements that should be made to intersections, streets, and sidewalks along streets. The result is an extensive process that included review and recommendations of all basic elements of this plan within the public right-of-way by the City of Milwaukie and Community Planning Advisory Council. The general types and extent of ADA work that is required for the City to transition into compliance with the programmatic access requirements of Title II of the ADA within the public right-of-way are included in this section.

A typical scope of work for most common types of ADA improvements is shown below:

- Barrier removal (noncomplying driveway, utility pole, etc.)
- Accessible pedestrian signal upgrades
- ADA ramp upgrades/reconstruction
- New ADA ramp installation
- Reconstruction of existing sidewalk or pedestrian infrastructure
- New installation of sidewalk or pedestrian infrastructure
- On-Street accessible parking upgrades/reinstallation
- New on-street accessible parking installation

Most recommended improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each location of work to bring the entire location into compliance with the applicable ADA Codes and Standards. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a location, or that are specifically funded by an existing program.

Section 4.3: Funding

The Action Plan uses, to the maximum extent possible, existing funding programs and sources. In 2016, the City adopted the Safe Access For Everyone (SAFE) program which introduces the new SAFE fee. The fee is paid for by property owners within the City, and the funds are restricted to active transportation projects. Projects identified in the Action Plan qualify for these funds. Additional infrastructure financing methods will be sought to facilitate the desired schedule for buildout of the large-scale projects identified in the Action Plan. Such sources include (but are not limited to): Bonds, Community Development Block Grants (CDBG), Urban Renewal, Oregon State Gas Tax, Metro Transportation Improvement Plan funds, State Infrastructure Finance Authority (IFA), and others.

Section 4.4: Timeline for Completion

The City of Milwaukie is committing to an aggressive schedule to bring the City's infrastructure into compliance with the ADA. The schedule shall be based on a budget for work to be completed on an annual basis. With current funding means, all projects outlined in the Action Plan could be completed within 25 years.

Section 4.5: Project Prioritization

The projects identified in the Action Plan have been prioritized under High, Medium, and Low categories. High Priority projects primarily consist of streets that were identified as Use Priority 1 areas (as noted in Section 2.2: Identification of Priority Streets), while Medium and Low Priority projects consist primarily of Use Priority 2 areas.

The City worked closely with the Community Planning Advisory Council to determine the order in which projects should be completed within their priority grouping. The City used Community Planning Advisory Council recommendations, project costs, and design timelines to determine the prioritization of projects in the Action Plan.

The ADA specific Action Plan can be found in Appendix D: Action Plan, and a map of Action Plan projects can be found in Appendix E: Action Plan Map.

Section 4.6: Request for Service

A public entity that employs 50 or more persons is required by the ADA to adopt and publish procedures providing for prompt and equitable resolution of any alleged accessibility issue that would be prohibited by Title II of the ADA. The guardian who represents a minor person with a disability, who believes that they have been the subject of disability-related discrimination based on denial of access to facilities, programs or services, may file a formal Request for Service (Grievance).

Grievance Procedures and Instructions

The Current ADA Procedures are as Follows:

Step 1: File a Request for Service Form

The applicant should fill out the City of Milwaukie ADA Grievance Sidewalk & Bicycle Facility Request for Service Form, giving all the information requested. The Request for Service Form should be filed in writing with the ADA Coordinator within 60 days of the alleged disability-related noncompliance. Upon request, reasonable accommodations will be provided in completing the form, or alternate formats of the form will be provided. The Request for Service Form may be obtained from the

ADA Transition Plan program page on the City of Milwaukie website at: www.milwaukieoregon.gov/engineering/ada. The completed form can be sent to:

City of Milwaukie
ATTN: ADA Coordinator
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206

Telephone 503.786.7606, Fax 503.774.8236,
Email: ADACoordinator@milwaukieoregon.gov.

Step 2: An Investigation is Conducted

A notice of receipt shall be mailed to the applicant by registered mail within five (5) days of the receipt of the Request for Service, and the ADA Coordinator or other authorized representative shall perform an investigation into the merits of the request. If necessary, the ADA Coordinator or authorized representative may contact the applicant directly to obtain additional facts or documentation relevant to the Request for Service. If the applicant alleges misconduct on the part of the ADA Coordinator, an authorized representative may be appointed by the Community Development Director to undertake the investigation if the allegations can be substantiated. If the applicant does not wish to be contacted personally, he/she should indicate it on the Request for Service Form.

Step 3: A Written Decision is Prepared and Forwarded to the Applicant

The ADA Coordinator shall prepare a written decision, after full consideration of the Request for Service merits, no later than seventy-five (75) days following the receipt of the Request for Service. A copy of the written decision shall be mailed to the applicant by registered mail no later than five days after preparation of the written decision.

Step 4: An Applicant May Appeal the Decision

If the applicant is dissatisfied with the written decision, the applicant may file a written appeal with the Community Development Director no later than thirty (30) days from the date that the decision was mailed. The appeal must contain a statement of the reasons why the applicant is dissatisfied with the written decision, and must be signed by the applicant, or by someone authorized to sign on the applicant's behalf. A notice of receipt shall be mailed to the applicant by registered mail within five (5) days of the receipt of the appeal. The appeal reviewers, consisting of the ADA Coordinator and the Community Development Director, shall act upon the appeal no later than sixty (60) days after receipt, and a copy of the appeal reviewers' written decision shall be mailed to the applicant by registered mail no later than five (5) days after preparation of the decision. The decision of the appeal reviewer shall be final.

The ADA Coordinator and the Community Development Director shall maintain the confidentiality of all files and records relating to Requests for Service filed, unless disclosure is authorized or required by law. Any retaliation, coercion, intimidation, threat, interference or harassment for filing the Request for Service, or used to restrain an applicant from filing, is prohibited and should be reported immediately to the ADA Coordinator depending on the case.

See Appendix F: City of Milwaukie ADA Grievance Sidewalk & Bicycle Facility Request for Service Form in this plan.

Section 5: Transition Plan Review Process

Section 5.1: Draft ADA Transition Plan Public Review and Comment Period

ADA states that a public entity is required to make available to applicants, participants, residents and other interested parties information regarding the ADA Transition Plan and its applicability to the services, programs or activities of the public entity, and to apprise the public of the protections against discrimination afforded to them by the ADA. A public entity is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the ADA Transition Plan by submitting comments and making specific recommendations. ADA requires that a copy of the draft ADA Transition Plan shall be made available for public inspection during a formal public review period.

A public entity that employs 50 or more people is required to seek public input on its ADA Transition Plan. Beyond the legal requirements, public input is vital to assure that those affected by the City's programs, services, and facilities understand the scope and nature of the City's responsibilities for providing equal access to the public. The ADA Transition Plan process has spanned several years and considerable efforts to obtain public input have been undertaken during this period.

In March and April of 2018, the Draft ADA Transition Plan was put out for public review and comment. During the comment period, staff posted the plan to the website, placed an ad in the Oregonian, and updated the City's Facebook page in order to obtain as much public input as possible.

Four comments were received during this period, and they can be found in Section 2.3: Outreach under Transition Plan Comment Period.

A City Council hearing will be held for the draft ADA Transition Plan on June 19th, 2018.

See Appendix G: Public Outreach Materials and Comments in this plan for a complete list of comments and materials regarding each public outreach period.

Appendixes

Appendix A: Glossary

Access Aisle. An accessible pedestrian space provided at street level for the full length of the accessible parking space and connecting to a pedestrian access route.

Accessible Pedestrian Signal. A device that communicates information about the pedestrian walk phase in non-visual formats such as audible tones, vibrotactile features or auditory announcements.

Accessible Space. A marked parking space that complies with ADA guidelines and is identified by signs displaying the International Symbol of Accessibility.

ADAAG. ADA Accessibility Guidelines define the scope and technical requirements for accessibility to buildings and facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990. These requirements were to be applied during the design, construction, and alteration of buildings and facilities covered by the ADA.

Blended Curb or Transition. A raised pedestrian street crossing, depressed corner, or similar connection between the pedestrian access route at the level of the sidewalk and the level of the pedestrian street crossing that has a grade of 5% or less.

Community Planning Advisory Council. City Council appointed advisory group to allow for additional input from key stakeholders, and the public.

Cross Slope. The slope that is perpendicular to the intended direction of travel.

Crosswalk. That part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line or, in the absence of curbs, from the edges of the roadway, or in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to centerline as defined in ORS 801.220.

Curb. A vertical or rolled transition from the roadway or gutter to the sidewalk or planting strip.

Curb Line. A line at the face of the curb that marks the transition from the roadway or gutter to a sidewalk or planting strip.

Curb Ramp. See Sidewalk Access Ramp.

Driveway. A vehicular path serving a parcel(s) of private property that crosses a pedestrian access route.

Facility. All or any portion of structures, improvements, elements, and pedestrian or vehicular routes located in the public right-of-way.

Grade. See Running Slope.

Marked Crosswalk. Any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Parallel Curb Ramp. A system of two sloped ramps that run parallel to the curb line from a common lower landing that typically acts as a flush transition with the road surface.

Pedestrian Access Route (PAR). The defined walk or path intended for pedestrian movement or activity in compliance with the ADA.

Perpendicular Curb Ramp. A curb ramp with a main slope running perpendicular to the curb line, and which may include one or more flared side slopes.

Program Access Requirements. Requirements in the ADA Transition Plan for making the public right-of-way accessible to persons with disabilities.

PROWAG. Public Right-of-Way Accessibility Guidelines, are the proposed guidelines for pedestrian facilities in the public rights-of-way compiled by the United States Access Board to clear confusion regarding ADA compliance in public rights-of-way.

PSAC. The Public Safety Advisory Committee, established to review and make recommendations on city infrastructure needs related to streets, sidewalks, trails, multimodal paths, traffic markers, traffic control devices, ADA, and various transportation and transit related matters that affect pedestrian, cyclist, and driver safety. PSAC was designated by City Council to be the Community Planning Advisory Council.

Public Right-of-Way. Land or property owned by a public entity and usually is acquired for or devoted to transportation or pedestrian purposes.

Ramp. A sloping portion of a walkway with a running slope exceeding five percent.

Running Slope. The Slope that is parallel to the direction of travel expressed as a ratio of rise to run, usually expressed in percent.

Sidewalk. That portion of a public right-of-way between the curb line or lateral line of a roadway and the adjacent property line that is improved for use by pedestrians.

Sidewalk Access Ramp. A ramp cutting through a curb, connecting the roadways or transition to the public access route (sidewalk).

Street Furniture. Elements in the public right-of-way that are intended for use by pedestrians.

Tactile Guidestrip. A horizontal strip applied to the walking surface along an accessible pedestrian access route that provides directional cues for persons with disabilities.

Technical Infeasibility. With respect to an alteration of an existing element, that it has little likelihood of being accomplished because existing physical or site constraints prohibit modification or addition of elements, spaces or features that are in full and strict compliance with the minimum requirements for new construction and that are necessary to provide accessibility.

Appendix B: Existing Pedestrian Facilities Maps

City of Milwaukee Existing Sidewalk

Sidewalk Inventory

- Complies
- Does Not Comply

Essential Facilities

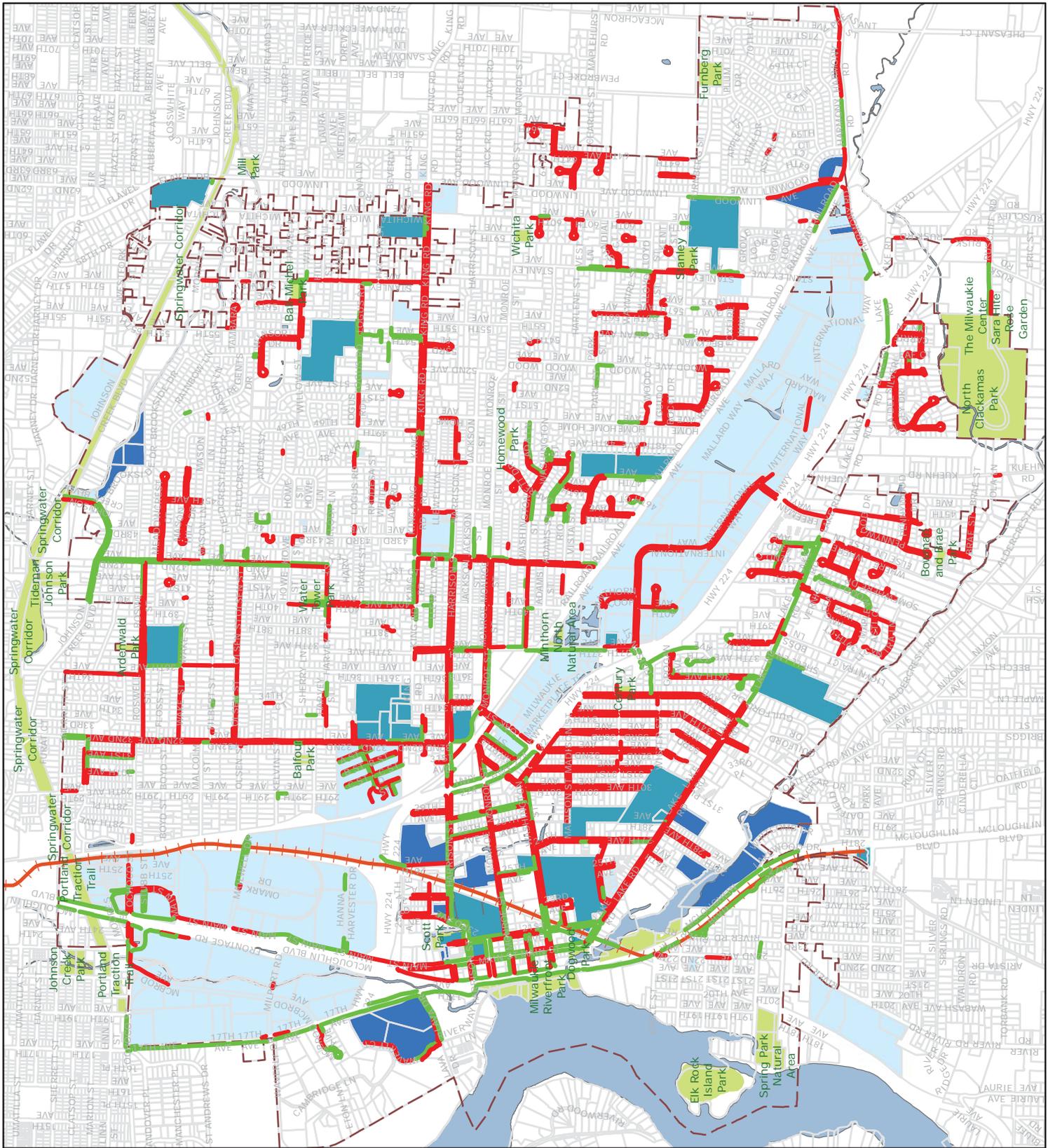
- Priority 1
- Priority 2
- Priority 2 Large Complex

City of Milwaukee

- City Border
- Milwaukee Light Rail
- Water body
- Milwaukee Parks



Data Source: City of Milwaukee GIS, Metro Data Resources Center
 This map is for informational purposes only. It is not intended to be used as a legal document. The City of Milwaukee does not warrant the accuracy or completeness of the information presented on this map. The City of Milwaukee is not responsible for any errors or omissions on this map. Please check with GIS for most up-to-date information.



City of Milwaukee Existing Ramp Map

Ramp Inventory

- Complies
- Does Not Comply

Essential Facilities

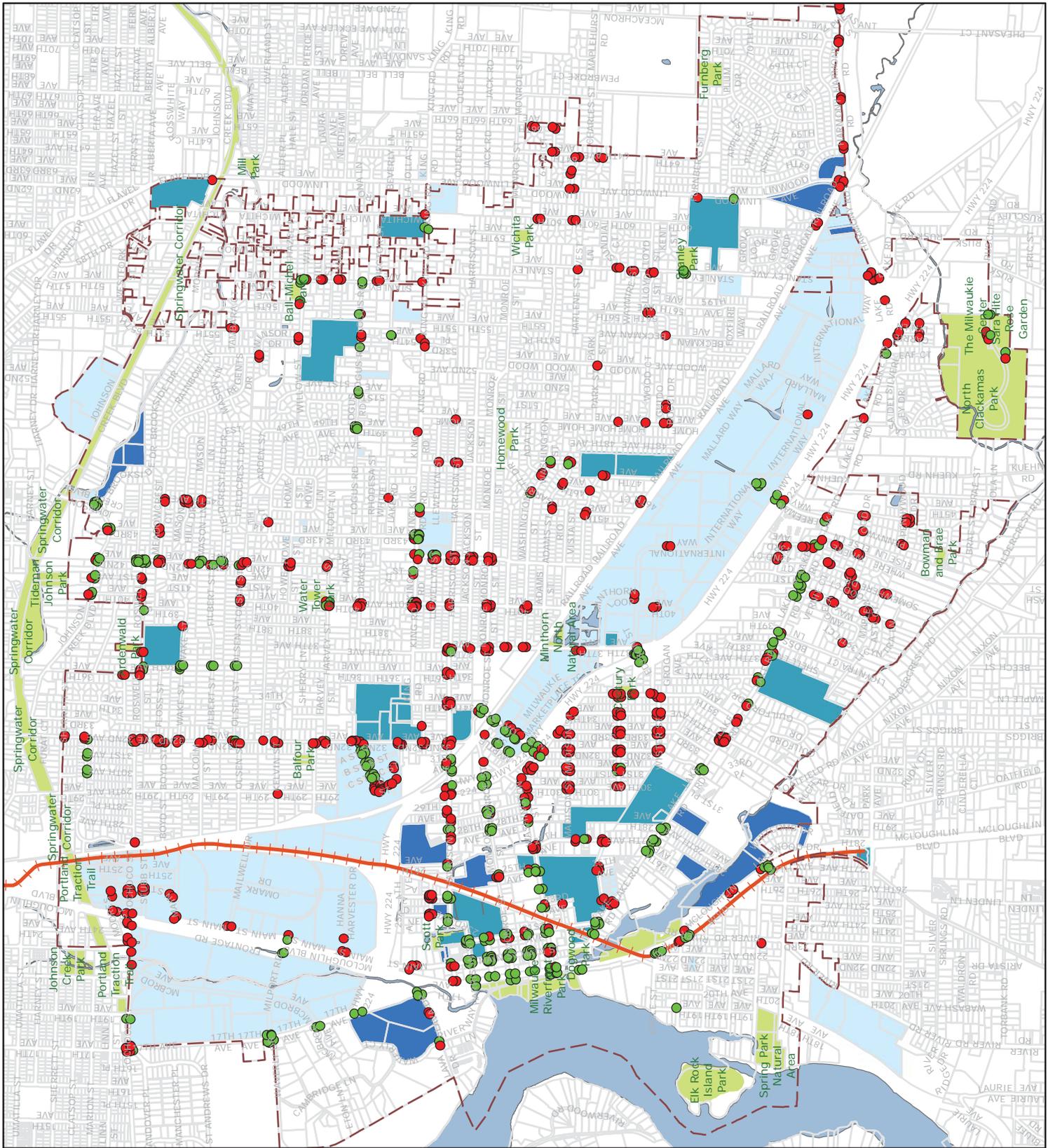
- Priority 1
- Priority 2
- Priority 2 Large Complex

City of Milwaukee

- City Border
- Milwaukee Light Rail
- Water body
- Milwaukee Parks



Data last used: City of Milwaukee GIS, Metro Data Research Center
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Appendix C: Priority Corridors Map

City of Milwaukee ADA Priority Corridors Map

- Priority**
- Priority 1
 - Greenway
 - Multi-Use Path/Trail
 - Priority 2
- Other Agency Jurisdiction**
- Other Agency Jurisdiction
- Essential Facilities**
- Priority 1
 - Priority 2
 - Priority 2 Large Complex
- City of Milwaukee**
- City Border
 - Milwaukee Light Rail
 - Water body
 - Milwaukee Parks

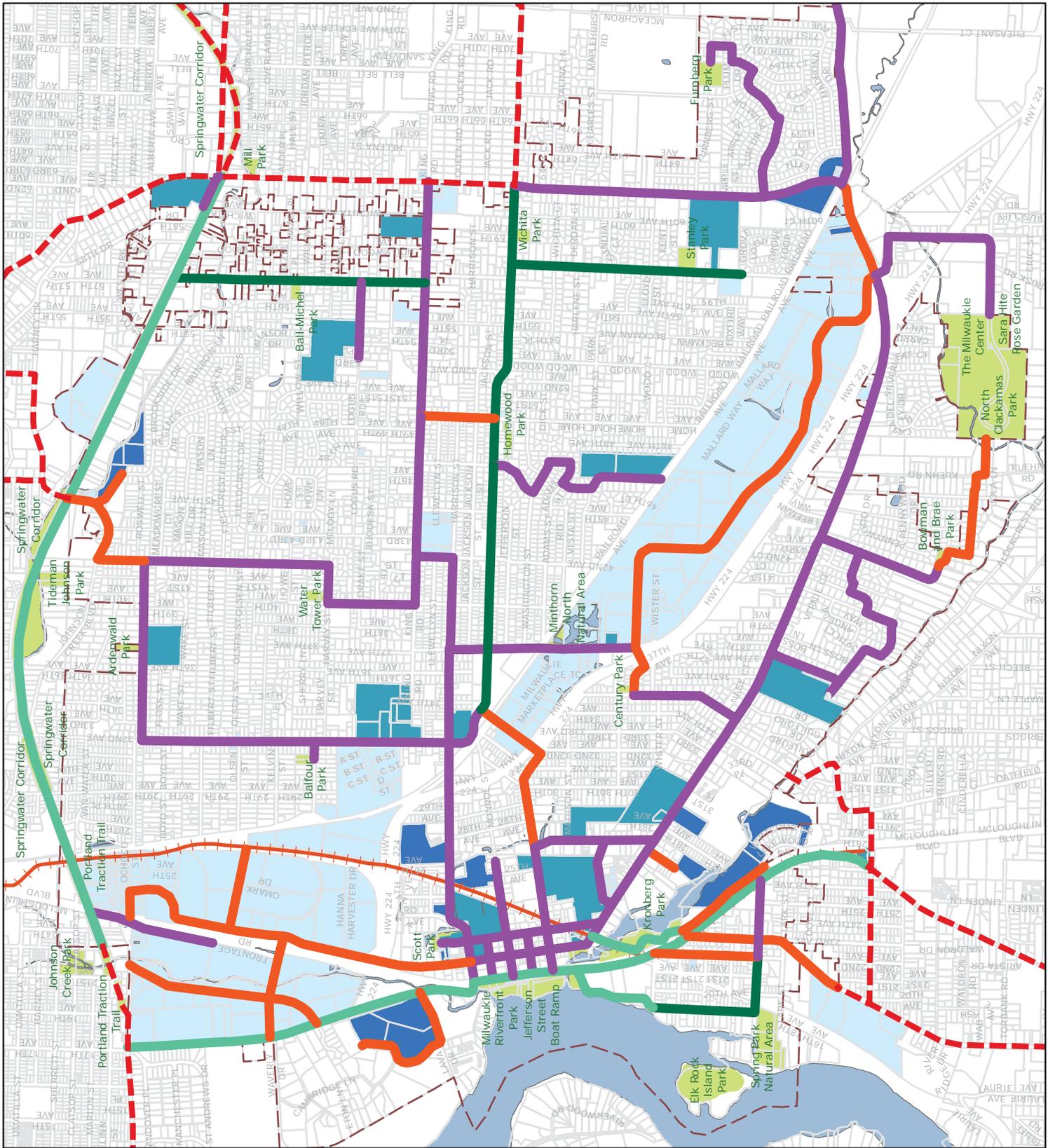
0 0.25 0.5
Miles

N 

Data Source: City of Milwaukee GIS, Metro Data, Research Center
This map is for informational purposes only. It is not intended to be used for any other purpose. The City of Milwaukee is not responsible for any errors or omissions on this map. Please check with GIS for more up-to-date information.



CITY OF MILWAUKIE



Appendix D: Action Plan

Action Plan

ADA Transition Plan

ID#	Priority	Project Name	From	To	Description	Cost	Funding Type
A1	High	ADA Ramp Upgrades	City Wide	City Wide	Replace or add new ramps to comply with ADA standards.	\$164,088	Direct
A2	High	Remove Barriers	City Wide	City Wide	Remove or accommodate barriers by modifying sidewalk for ADA compliance.	\$1,112,316	Direct
A6	High	22nd Ave	McLoughlin Blvd	Sparrow St	Fill sidewalk gaps on both sides of street.	\$276,946	Direct
A7	High	26th Ave	Lake Rd	Lake Village Apartments	Fill in sidewalk gaps on both sides of street.	\$69,696	Direct
B4	High	Main St - Ochoco St	Harrison St	McLoughlin Blvd	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$684,822	Direct
C1	High	Edison St	HWY 224	35th Ave	Fill in sidewalk gaps on both sides of street.	\$68,289	Direct
C3	High	Monroe St Neighborhood Greenway	Oak St	Linwood Ave	Designate as a "neighborhood greenway" and install traffic-calming improvements.	\$6,763,417**	Match
C5	High	Harvey St	42nd Ave	40th Ave	Fill in sidewalk gaps on both sides of street.	\$68,970	Direct
C8	High	Stanley Neighborhood Greenway (North)	Johnson Creek Blvd	King Rd	Fill in sidewalk gaps on both sides of street, designate as a "neighborhood greenway" and install traffic-calming improvements.	\$1,900,000*	Match
D1	High	Home Ave	King Rd	Monroe St	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers.	\$198,137	Direct
D3	High	International Way	Freeman Way	Lake Rd	Fill in sidewalk gaps on both sides of street, remove barriers	\$592,793	Direct
D9	High	Linwood Ave	Monroe St	Harmony Rd	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk.	\$856,898	Direct
E3	High	Shell Ln - Licynta Ln	Lake Rd	Where Else	Fill in sidewalk gaps on both sides of street and remove barriers. (Shell Ln, Licynta Ln, Vernie Ave, Maplewood Ct, Cheshire Ln, Somewhere Dr.)	\$499,653	Direct
E4	High	McBrod Ave	17th Ave	Ochoco St	Fill in sidewalk gaps.	\$718,656	Direct

Prices revised to 2016 dollars
 *Price from 2013 Transportation System Plan
 **Price from other source

Action Plan

ADA Transition Plan

ID#	Priority	Project Name	From	To	Description	Cost	Funding Type
A3	Medium	River Rd	McLoughlin Blvd	City Limits	Add sidewalk.	\$460,282	Direct
A4	Medium	Sparrow St	22nd Ave	Trolley Trail	Add sidewalk, add pedestrian and bike crossing between River Rd and 25th Ave.	\$138,540	Direct
A8	Medium	Lake Rd (West)	21st Ave	Guilford Dr	Widen road, add new sidewalks, and fill in gaps in existing bicycle network with bike lanes.	\$8,100,000*	Match
B2	Medium	Washington St	McLoughlin Blvd	Oak St	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers.	\$248,707	Direct
B3	Medium	Lava Dr - Waverly Ct	17th Ave	Highlands Apartments Entrance	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk.	\$136,387	Direct
B5	Medium	Frontage Rd	Springwater Corridor	End of OLCC Building	Fill in sidewalk gaps on both sides, replace portions of existing sidewalk.	\$133,988	Direct
B7	Medium	Balfour St	32nd Ave	Balfour Park	Add sidewalk.	\$33,175	Direct
C7	Medium	Brookside Dr	Johnson Creek Blvd	End of 4611 SE Brookside Property	Fill in sidewalk gaps on both sides of street, remove barriers.	\$219,078	Direct
C9	Medium	Johnson Creek Blvd	Public Works Property	Ncity Limits (East)	Fill sidewalk gaps on north side of street.	\$44,444	Direct
D4	Medium	Lake Rd (East)	Where Else Ln	International Way	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$685,526	Match
D5	Medium	Where Else Ln	Lake Rd	Bowman and Brae Park	Fill in sidewalk gaps on both sides of street, remove barriers.	\$232,496	Direct
D6	Medium	Rusk Rd - Kellogg Creek Dr	Lake Rd	North Clackamas Park	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers. (Lake Rd, Rusk Rd, Kellogg Creek Dr).	\$364,866	Direct
D7	Medium	Harmony Rd (West)	International Way	Linwood Ave	Fill in sidewalk gaps on both sides of street, remove barriers.	\$156,360	Direct
D8	Medium	Harmony Rd (East)	Linwood Ave	City Limits	Fill in sidewalk gaps, remove barriers, replace portions of existing sidewalk.	\$225,085	Direct

Prices revised to 2016 dollars
 *Price from 2013 Transportation System Plan
 **Price from other source

Action Plan

ADA Transition Plan

ID#	Priority	Project Name	From	To	Description	Cost	Funding Type
E1	Medium	Stanley Neighborhood Greenway (South)	Monroe St	South end of 12045 SE Stanley Property	Fill in sidewalk gaps on both sides of street, designate as a "neighborhood greenway" and install traffic-calming improvements.	\$1,835,000*	Match
E2	Medium	Aspen - Furnberg St	Linwood Ave	Furnberg Park	Fill in sidewalk gaps on both sides of street. (Aspen St, Sequoia Ave, Redwood Ave, Plum Dr, 70th Ave, Furnberg St.)	\$544,293	Direct
E5	Medium	Mailwell Dr	Main St	UPRR	Fill in sidewalk gaps.	\$67,606	Direct
E6	Medium	Milport Rd	17th Ave	McLoughlin Blvd	Fill in sidewalk gaps.	\$163,063	Direct
E7	Medium	Bowman St - Brae St	Bowman and Brae Park	North Clackamas Park	Fill in sidewalk gaps on both sides of street.	\$201,006	Direct
A5	Low	19th/Sparrow Neighborhood Greenway	Eagle St	22nd Ave	Designate as a "neighborhood greenway" and create a woonerf by implementing traffic-calming measures and adding pedestrian and bicycle facilities.	\$2,129,000**	Match
A9	Low	23rd & Willard	Lake Rd	27th Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$76,371	Direct
B1	Low	27th Ave	Lake Rd	Washington St	Replace portions of existing sidewalk and remove barriers.	\$176,936	Direct
B6	Low	32nd Ave & Railroad Ave	Roswell St	Oak St	Replace portions of existing sidewalk and remove barriers.	\$677,338	Direct
B8	Low	Oak St	Washington St	Monroe St	Replace portions of existing sidewalk.	\$89,505	Direct
B9	Low	35th Ave	Lake Rd	Edison St	Replace portions of existing sidewalk, remove barriers.	\$91,918	Direct
C2	Low	37th Ave	Harrison St	International Way	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$240,578	Direct
C4	Low	King Rd	40th Ave	Linwood Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$849,681	Direct
C6	Low	42nd Ave	Johnson Creek Blvd	Harvey St	Replace portions of existing sidewalk and remove barriers.	\$132,036	Direct

Prices revised to 2016 dollars
 *Price from 2013 Transportation System Plan
 **Price from other source

Action Plan

ADA Transition Plan

ID#	Priority	Project Name	From	To	Description	Cost	Funding Type
D2	Low	47th Ave	Franklin St	Railroad Ave	Fill in sidewalk gaps on both sides of street.	\$62,148	Direct

Appendix E: Action Plan Map

Appendix F: Request for Service Form



CITY OF MILWAUKIE

ADA Grievance Sidewalk & Bicycle Facility Request for Service Form

Request Type: ADA Grievance Sidewalk Repair/Installation Bicycle Facility

Scope of Request:

- A Sidewalk Repair/Installation or Bicycle facility request may be filled out by anyone who believes there is a significant gap in the pedestrian and bicycle facilities in the public right-of-way within the City of Milwaukie.
- ADA Grievance requests may be filled out by anyone who alleges noncompliance with the Americans with Disability Act accessibility standards in the public right-of-way within the City of Milwaukie. ADA Grievance requests will follow the process outlined in the ADA Grievance informational flyer located on the city's ADA Transition Plan webpage at: milwaukieoregon.gov/engineering/ada

Additional Information and Assistance

For more information on how to file a request, or if you need assistance filling out this form, please contact the Engineering Department:

Phone: 503.786.7606 **Email:** engineering@milwaukieoregon.gov

Applicant Information

Name: _____
 Address: _____
 City/State/Zip: _____
 Phone Number: _____
 Email Address: _____

Person(s) affected by noncompliance (if other than applicant)

Name: _____
 Address: _____
 City/State/Zip: _____
 Phone Number: _____
 Email Address: _____

Are you willing to be contacted regarding this request? Yes No

Please provide your preferred method for communications concerning this request.

Mail Email
 Phone Other (Specify): _____

Location of facility

& Issue:

Include specific information, IE: address, street name, and/or distance from a landmark or street corner.

Describe the facility & issue or alleged noncompliance based on accessibility that is desired to be corrected. Explain the nature of the issue (ramp, barrier, state of disrepair, missing sidewalk, etc.) If more space is needed, attach an additional sheet of paper.

Please sign below. You may attach any additional materials that you think are relevant to your request.

Applicant Signature

Date

Submit form and any additional information to:

City of Milwaukie
ATTN: ADA Coordinator
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206
Telephone: 503.786.7606, Fax: 503.774.8236
Email: ADACoordinator@milwaukieoregon.gov

Appendix G: Public Outreach Materials and Comments



MILWAUKIE

Dogwood City of the West

Memorandum

To: Mayor and City Council

Through: Bill Monahan, City Manager

From: Charles Eaton, Engineering Director

Date: July 12, 2016

Re: Bicycle and Pedestrian Funding Survey

The City has presented the Bicycle and Pedestrian Funding survey and solicited input from citizens through First Friday. We received 14 responses with the following results:

Bicycle and Pedestrian Funding Feedback - First Friday					
	1 (Low) to 5 (High)				
	1	2	3	4	5
Level of concern regarding the lack of pedestrian walkways.	1	0	2	3	8
Level of concern regarding bicycle facilities.	1	1	3	5	4
Willingness to consider a local funding option to remedy this situation.	3	0	1	3	7
Totals	5	1	6	11	19

Of funding option available, which would you be willing to consider?

TOTALS

Property Tax Levy

4

Gas Tax Increase

6

Street Utility Fee Increase

4

Paid Parking Downtown

5

Dedicated Pedestrian/Bicycle Fee

5

Which corridors would you suggest we fix first?

TOTALS

Larger streets like King Ave and Lake Rd

3

Safe Routes to schools like Linwood Ave & 32nd Ave

10

Neighborhood streets like Harvey St & Home Ave

4

In addition, we received the following comments:

What specific streets do you think require attention? Other comments?

1. "Harrison, 224 intersections, Monroe sidewalks, 32nd Ave, 43rd Ave."
2. "Bicycle tax for over 12 years old. Roughly \$10/yr."
3. "Lake Road near downtown – bike lanes. Stanley Ave – Bike lanes/Sidewalks. Monroe Ave – Bike lanes/Sidewalks or Multiuse."
4. "Stanley Ave between Railroad and Monroe."
5. "NOT MONROE."
6. "Please build the Monroe, 29th and Stanley Greenways!! We need safer routes for bikes & peds."
7. "Harvey & 42nd."
8. "Lake Rd."
9. "River Road."
10. "Need to keep peds & bicyclists safe on high traffic streets."

City of Milwaukie Pedestrian & Bicycle Funding Feedback Form

Milwaukie lacks safe, convenient and continuous pedestrian and bicycling facilities. Funding is currently available only through grants which are not adequate to turn the situation around.

What is your level of concern regarding the lack of pedestrian walkways?

1 (low) 2 3 4 5 (high)

What is your level of concern regarding bicycle facilities?

1 (low) 2 3 4 5 (high)

What is your willingness to consider a local funding option to remedy this situation?

1 (low) 2 3 4 5 (high)

Of the local funding options available, which would you be willing to consider?

- Property Tax Levy
 Gas Tax Increase
 Street Utility Fee Increase
 Paid Parking Downtown
 Dedicated Pedestrian and Bicycle Fee

Which corridors would you suggest we fix first?

- Larger streets like King Ave. and Lake Rd.
 Safe Routes to schools like Linwood Ave. and 32nd Ave.
 Neighborhood streets like Harvey St. and Home Ave.

What specific streets do you think require attention? Other comments?

Please use back if you have more comments

If you prefer to send your response in at a later time, send this form to:
City of Milwaukie
Attn: Jennifer Backhaus
6101 SE Johnson Creek Blvd
Milwaukie, OR 97206



Memorandum

To: Mayor and City Council

Through: Bill Monahan, City Manager

From: Charles Eaton, Engineering Director

Date: July 12, 2016

Re: Bicycle and Pedestrian Prioritization Survey

The City has presented the Bicycle and Pedestrian Accessibility Plan and solicited input from citizens through the Neighborhood District Associations and Farmers Market. With all meetings complete, we have received 150 responses with the following results:

Bicycle and Pedestrian Needs. What is Your Priority?											
	Lewelling	Lake	Linwood	Historic Milwaukie	Hector Campbell	Island Station	Ardenwald	Farmers Market	TOTAL	%	
Remove Barriers	–	3	–	2	–	1	2	3	11	7%	
Repair Existing	–	–	–	3	–	–	–	8	11	7%	
Add New	5	3	12	4	7	6	8	41	86	57%	
ADA Compliance	–	1	–	5	2	–	–	2	10	7%	
Bicycle Connectivity	–	1	–	2	–	2	1	26	32	21%	
TOTALS	5	8	12	16	9	9	11	80	150		

In addition, we received the following comments:

1. Should be easy access between Tacoma Travel Center to hospitals and/or shopping at Marketplace or 42nd.
2. Please look to break Stanley Ave project to a management that focuses and prioritizes 'safe routes' to Linwood listed on TSP report. I'm afraid the total cost of project from Railroad to J.C. will 'scare away' commitment and funding.
3. Love to see sidewalk – River Rd. and side streets. Bicyclists to stay in bicycle lanes, not force cars driving by to go into oncoming lane of traffic.
4. I would love to see Kronberg Path to be opened so my commute to work would be less hindered by riding my bike along 99E (McLoughlin Blvd).

5. Please look at only the section of Stanley between Railroad and Monroe instead of looking at the total cost of Stanley.
6. Please prioritize the Stanley Ave Greenway Plan, so Stanley Ave between Railroad and Monroe could get accomplished.
7. If you could please prioritize by the non-bus serviced areas to schools within a mile from the school.
8. If Monroe St Greenway goes up Washington St, complete sidewalk on at least one side of street.
9. I marked adding more sidewalk on the chart – it's what I would most like to see happen. However, I think any significant addition of sidewalks would be cost prohibitive. My second choice is to remove barriers and add ramps.
10. Safe routes to schools are most important. Ped and bike connections between neighborhoods can be improved.
11. Please consider bike/ped new constructed path access connection at Sparrow right of way connecting Spring Park (whole neighborhood to Trolley Trail) safety across River Rd.
12. Please fund first the low hanging fruit first - not the expensive Greenways. Prioritize routes to school and routes to school buses – especially River Rd and 22nd in Island Station – since our kids go to school south of Milwaukie in Oak Grove.
13. Consider building path on Sparrow right-of-way from River Road to Trolley Trail.
14. Would really like to see connectivity between 4 of NDA's & downtown. 224 is a huge barrier for disabled & families with small children.
15. I would also like a tree planting program to be included in the plan for new sidewalks. Harvey Street is dangerous and needs sidewalks to 32nd Ave and to the Water Tower Park. That pocket of Ardenwald is populated by many elderly people and young children. Existing spaces with sidewalks also need to be more aesthetically pleasant to encourage walking. Planting trees on Harrison Street which connects Milwaukie to downtown Milwaukie would make a huge difference. I live on 37th and King and would like to walk with my three year old to the library, but I rarely do because it's so unpleasant and dangerous. Downtown Milwaukie is currently an island between two freeways. It would dramatically change the character of Milwaukie to plant these areas with trees and install planted medians and clear walkways to slow traffic.
16. 224 is a dangerous, unattractive, and unpleasant barrier to get from Ardenwald to neighborhood. Slowing the traffic way down would be great.



Memorandum

To: Mayor and City Council
Through: Ann Ober, City Manager
From: Charles Eaton, Engineering Director
Date: October 19th, 2016
Re: Safe Access For Everyone Feedback Results

The City has presented the Safe Access For Everyone (SAFE) charge and has requested public input from the residents and business owners within the City of Milwaukie.

The City has solicited this input from citizens through surveys conducted in person at the Farmers Market and the October 10th SAFE Open House, surveys were also conducted online as advertised in the October Pilot, on the SAFE website, twice on social media, and in every utility bill. Staff also received comments via mail, email, and telephone calls.

We received ninety (92) residential responses, and one (1) commercial response with the following results:

Safe Access For Everyone (SAFE) Residential Feedback Form				
	Strongly Disagree	Disagree	Agree	Strongly Agree
I feel safe walking and/or bicycling in my neighborhood	9	29	27	13
Milwaukie has adequate sidewalks and pedestrian pathways.	27	32	14	7
I would walk more frequently if there were more sidewalks in the community.	9	15	29	27
Milwaukie has adequate bicycle lanes and pathways for cyclists.	26	33	9	12
I would bicycle more frequently if there were more lanes and pathways for cyclists.	13	13	20	31
I am willing to pay the recommended \$4.60 per month utility charge for pedestrian and bicycle safety improvements.	18	11	11	44
I would be in favor of the city selling revenue bonds to complete the pedestrian and bicycle safety improvements to enable an accelerated timeline.	12	5	31	33

Safe Access For Everyone (SAFE) Commercial Feedback Form

	Strongly Disagree	Disagree	Agree	Strongly Agree
Pedestrian and bicycle access is important to my business.			1	
Milwaukie has adequate sidewalks and pedestrian pathways.				1
My customers and staff would say they feel safe walking and/or bicycling in the area around my business.	1			
Customers and staff would walk or bike to my place of business more frequently if improvements were made to the city's walkways and pathways.	1			
Customers would bicycle more frequently if there were more lanes and pathways for cyclists.	1			
Sidewalk and bicycle pathway improvements in the area around my business would make it more appealing to potential customers and employees.	1			
I am willing to pay the recommended monthly utility charge, based on my business type, for pedestrian and bicycle safety improvements.	1			

In addition, we received the following comments:

Other suggestions or comments? (Optional)

1. "I'm in absolute, full support of this. Was just almost backed into twice on one 10 min. jog through Ardenwald. We need less auto-focused streets now! Let's go! Also would like more bike infrastructure."
2. "We are very pleased with what has been accomplished by street surface maintenance program and look forward to the SAFE program to make walking and biking safer."
3. "Add a 1 cent gas tax."
4. "Add a gas tax of 1 cent."
5. "No sidewalks in Island Station neighborhood ever!"
6. "I agree that the city is in dire need of sidewalk improvements."
7. "I do not see connection to utilities. Water/sewer bill is already very high. This tax seems regressive."
8. "Please finish ones already started first."
9. "I can't help but think that if the older folks who were at the town hall had paid for & put in sidewalks 20 years ago when ADA was passed, and they weren't retired yet, that this would all be done. It probably would've been cheaper too! Do it now."
10. "I appreciate the SAFE program. I twill improve my access to all of the great resources Milwaukie has to offer and I am happy to contribute to paying this fee to support my community."
11. "Not everyone is a bicyclist nor does everyone want to be. Utility charge to everyone is fair. Rising property taxes are not. Burden unfair to seniors."
12. "Who pays for sidewalks where the city boundary is in the middle of the street?"
13. "Please pave the west side of 32nd!!! We pay pretty high taxes and our road (Olsen) SUCKS. We don't even have curbs, let alone sidewalks. Our roads in this little pocket are horrible. With the exception of Boyd. How did they get a paved road with curbs??"
14. "My water bill is already \$100.00 a month for one person. No lawn watering, little usage for 1 person. NO, NO, NO. Use other tax money you've wasted if you must or get it from cyclists who pay NOTHING. i.e., gas tax, etc., etc. So tired of Milwaukie's NEW government. BTW, water bill was only \$30 a month a few years back (before the new regime). I'm retired now on a fixed income. NO!!!"
15. "Don't need em. Don't sell bonds. Dumb city."
16. "A lot depends on what part of the city. Many neighborhoods have no sidewalks and that's part of Milwaukie's charm and country feel that appeals too many already living here. I also can appreciate the desire for safety when walking, biking and even driving in these more rural areas. I am on a fixed income and the price of everything continues to rise thus making the thought of one more increase a bit painful."

17. "If improvements are not made equally to all neighborhoods, I will be resenting the proposed fee."
18. "I am just concerned about our utility bill going up. I rent and our utility bill just went up by \$10 last month and is always due at the same time as rent. I walk everywhere and support the need for new sidewalks, but worry that even this slight increase is going to hit some residents and renters with extra hardship."
19. "We desperately need sidewalks. My kids are being robbed of one of the best parts of childhood – being able to roam their neighborhood without fear of being accidently run over. I honestly can't believe there are so few sidewalks."
20. "Your initial communication of this fee was very poor. I received several things in the mail at the same time and nothing told me what my expected monthly cost would be. What does 10 trips translate to and what is the frequency? It took me a lot of work to find the cost and then I was like, oh yes, I would pay \$5 a month for more sidewalks and bike paths. I doubt many people went to the effort to research the impact to them. Overall, this will contribute to a more livable community, which I support."
21. "Milwaukie needs to make sidewalks and bike lanes a priority now to ensure safe access for all before the population surges."
22. "Make it happen!"
23. "The bond idea is great!"
24. "The Max tax, library tax and high utilities are already killing us. Just stop for a while and let us catch our breath!"
25. "This is a safety as well as livability issue."
26. "This entire "SAFE" matter should be required to be voted on by the people—and not be proposed and implemented by the City, without a ballot measure vote!"
27. "The survey should make sure that those answering it are actually Milwaukie citizens. We've seen before that the Portland bicycle alliance floods forums and surveys with their opinions so they can impose their perspective here. This survey is inadequate and poorly designed."
28. "Milwaukie is in desperate needs of improvements to our streets and sidewalks to provide safe access to schools and other basic services. \$4.60 per month seems like such a reasonable amount to make this happen. I hope the city council will pass this measure to make our streets safer for us all."
29. "I don't believe it's fair to all concerned to wave the cap on businesses. I think ALL commercial customers should be eligible for the max-cap; non-profit & for-profit alike."
30. "Can't wait to see this program start but a bit concerned about the effect of the fee on our neighbors with low or fixed incomes. Will there be a variance of some kind for them?"
31. "I'd love to hear more details on the bond idea suggested in question #7 of this survey. Sounds like an interesting way to get long standing projects completed in a quick amount of time. How long would a bond last and at what interest rate?"
32. "It would be ideal to improve/create sidewalks in residential areas where some houses have them and some don't. It's dangerous to maneuver off and on the sidewalks when walking kids to/from school."
33. "At major intersections, it is important for bicycles to have a way to activate the light, such as ground sensors or having a cycle push button close to the curbside so a cyclist can reach it without having to ride up onto the sidewalk."
34. "Keep up the good work improving Milwaukie's infrastructure."
35. "The easterner neighborhoods in Milwaukie host the largest population of residents, but score the lowest in the entire city in walkability! Please see below:
<https://www.walkscore.com/OR/Milwaukie/Linwood>"
36. "Milwaukie has some excellent bike facilities. However, safe connections between them are lacking. Bicyclists are not just the spandex clad people blasting down the Springwater on weekends. A large percentage of us ride to get to work, to shop, and anywhere else we need to go."
37. "We already pay too much for water and pay for storm drains that we don't even have. Sidewalks and bike paths have absolutely nothing to do with the water/sewer utilities and should not be a source of funding."
38. "I currently feel that our utility bill is becoming excessive for residents on fixed incomes, therefore I feel cost of these projects should be accrued via our city tax base."
39. "I talked to you Wednesday morning in regard to the proposed "Safe" trip fee. I for one am against adding more fees on my utility bills or to my property tax. It seems as though govt is constantly adding more taxes and or fees to everything they touch and there are few items that escape them. If a fee needs to be added I wonder when it will expire or is this another forever. I can see this might become

a problem for retirees, almost like a twig on the apple tree. It can support on or two small fruits but when controlling powers add many more and they continue to grow, the twig breaks.

Such is the plight of my water bill. Remember when they said it will become a monthly rather than a bi-monthly but don't worry the fees won't increase. Well why then is my current monthly water bill more than twice what it was before and I use less water?

"When" this 'Safe' fee is applied I believe that older folks should not need to pay or at least get a reduced rate. There are many that cannot afford shelling out another \$1.09 a week, especially if their sole income is Social Security. Granted sometimes a small percentage is added to their income, but those are becoming rare and if they do occur, the price of Medicare goes up. The individual then ends with a net loss, another \$55 a year fee will definitely eliminate the chance of breaking even.

I have been in Milwaukie my entire 83 years except for my four years of military life. I was born here and if I can afford it I'll most likely die here. Sure isn't the city I used to know. In years past we even had several businesses downtown with most all our purchases being made on Main Street. Things have changed, I haven't been on Main Street for years, there is no one there but the fee takers.

Thanks for considering."

40. "I specifically bought this house in this neighborhood, because there were no sidewalks. Sidewalks are a waste of cement, in my opinion. Me personally, I avoid walking on cement at all costs. I walk in the grass or the gutter, cement is the hardest substance to walk on. We have so many feet, leg and hip problems, because we have cemented the earth! I understand that there are ADA requirements, AND that is a MINORITY of the people, what about creating an environment for the MAJORITY of the people who live here?

I DO NOT WANT SIDEWALKS in my neighborhood.

thanks!"

	STRONGLY DISAGREE	DISAGREE	AGREE	STRONGLY AGREE
I feel safe walking and/or bicycling in my neighborhood.	1	2	3	4
Milwaukie has adequate sidewalks and pedestrian pathways.	1	2	3	4
I would walk more frequently if there were more sidewalks in the community.	1	2	3	4
Milwaukie has adequate bicycle lanes and pathways for cyclists.	1	2	3	4
I would bicycle more frequently if there were more lanes and pathways for cyclists.	1	2	3	4
I am willing to pay the recommended \$4.60 per month utility charge for pedestrian and bicycle safety improvements.	1	2	3	4
I would be in favor of the city selling revenue bonds to complete the pedestrian and bicycle safety improvements to enable an accelerated timeline.	1	2	3	4

Other suggestions or comments? *(optional)*

Thank you for taking the time to complete this survey. For more information, please contact **Chuck Eaton at 503-786-7605 or eatonc@milwaukieoregon.gov**.

	STRONGLY DISAGREE	DISAGREE	AGREE	STRONGLY AGREE
Pedestrian and bicycle access is important to my business.	1	2	3	4
Milwaukie has adequate sidewalks and pedestrian pathways.	1	2	3	4
My customers and staff would say they feel safe walking and/or bicycling in the area around my business.	1	2	3	4
Customers and staff would walk or bike to my place of business more frequently if improvements were made to the city's walkways and pathways.	1	2	3	4
Customers would bicycle more frequently if there were more lanes and pathways for cyclists.	1	2	3	4
Sidewalk and bicycle pathway improvements in the area around my business would make it more appealing to potential customers and employees.	1	2	3	4
I am willing to pay the recommended monthly utility charge, based on my business type, for pedestrian and bicycle safety improvements.	1	2	3	4

Other suggestions or comments? *(optional)*

Thank you for taking the time to complete this survey. For more information, please contact **Chuck Eaton at 503-786-7605 or eatonc@milwaukieoregon.gov**.



Safe Access For Everyone (SAFE)

The SAFE program focuses on accessible pedestrian networks with the primary objective of achieving ADA compliance and safe routes to school while increasing connectivity and access in the City of Milwaukie.



WHAT IS SAFE?

Safe Access for Everyone (SAFE) is a plan to improve pedestrian and bicycle safety throughout Milwaukie, and identify possible funding sources to accomplish the plan. Working with the Public Safety Advisory Committee (PSAC), a citizen committee with representation from all neighborhood district associations, frequently-used corridors that provide access to critical facilities and facilitate routes to school were given priority.

WHY IS THIS PLAN NEEDED?

The city conducted an inventory of all city sidewalks and ramps to catalog Milwaukie's pedestrian routes and their compliance with Americans with Disabilities Act (ADA) standards. The inventory highlighted that out of the existing 947 ADA ramps along the priority corridors, only about 21 percent comply with federal ADA standards. Furthermore, 298 new ramps need to be constructed along the priority corridors to provide safe and convenient access for people using mobility aids. This means a total of 1,245 ramps must be constructed to meet ADA standards within priority corridors to bring Milwaukie into compliance with federal requirements. In addition to the ADA ramps, 189,540 feet of walkways must be constructed to reach ADA standards within priority corridors.



BACKGROUND

Since 2010, the City of Milwaukie has actively worked on innovative ways to improve the pedestrian environment. In 2014, staff presented a proposal about the need for additional improvements, but the city lacked the financial resources. In 2015, staff presented additional information on the accessibility needs of Milwaukie with a concept for a new program.

City Council charged the PSAC with developing a new ADA Transition Plan. Council asked the group to think about more than just ADA compliance by also incorporating safe route to schools, alternate connections and bicycle needs into a city-wide accessibility plan.



PSAC assessed travel corridors throughout Milwaukie, and evaluated the need for updates and improvements to the city-wide pedestrian network. Working closely with the Neighborhood District Associations, PSAC established the location and priority of local projects. Particular focus was given to corridors that facilitate safe routes to schools, connect high-use corridors, and facilities specifically covered by ADA regulations. After 28 public meetings, community feedback, and input from the Citizens Utility Advisory Board (CUAB) about funding options, the plan was developed and presented to Council to accomplish this over the next 25 years.

THE PLAN

SAFE, also known as the Bicycle and Pedestrian Program, and its proposed projects was formally adopted in July 2016, and includes a funding mechanism that is intended to accomplish its goals. Taking into account project requirements, necessary timeframes, multiple funding scenarios, and a comparison with neighboring cities, CUAB proposed a rate to the City Council.

To create a safe, connected pedestrian environment, the addition of \$0.46 per trip is being recommended to fund the plan. The SAFE charge will be indexed as it is in neighboring cities, which will reduce the initial cost to the customer and adjust for inflation. The charge is based on trips per unit, with the units and trips defined by the property use. For commercial properties, the unit is typically based on square footage; and residential units are the number of dwellings. The expected cost per unit is the product of trips per unit and the \$0.46 per trip SAFE charge. The recommended charge would result in an additional \$4.60 per month for a single family household. When combined with the current street surface maintenance program fee, which was not intended to fund sidewalk and ADA ramp improvements, the total cost for a single family would be \$7.95 per month. Commercial rates vary depending on use and square footage.



These photos show a corridor before and after improvements. The SAFE program is designed to be flexible in implementation, such that the beauty of our community is preserved while access is enhanced.



ADDITIONAL INFORMATION

For more information about Safe Access For Everyone please visit our SAFE web page:

www.milwaukieoregon.gov/engineering/SAFE

Or contact:

Engineering Department
6101 SE Johnson Creek Blvd
Milwaukie, OR 97206

503.786.7606
engineering@milwaukieoregon.gov





SAFE Charge



WHAT IS THE SAFE CHARGE?

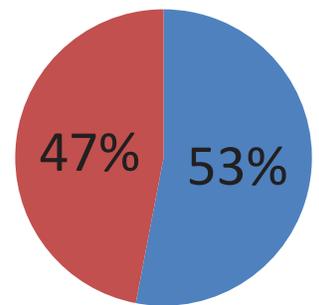
Established in 2016, the SAFE charge is based on the average number of trips per unit for each type of developed property in Milwaukie. The rate recommended to City Council for approval is \$0.46 per trip. The units are determined by the property type and use—for commercial properties, a unit is typically 1,000 square feet, and for residential properties, a unit is typically per dwelling within the property.

It is estimated that 47 percent of the funds from the proposed SAFE charge will come from residential customers and 53 percent from commercial/industrial customers.

The planned improvements benefit both commercial/industrial and residential properties with 43 percent of the improvement costs benefiting commercial/industrial and 57 percent benefiting residential.

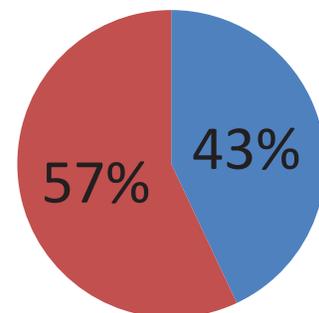
Funds dedicated for the construction and/or reconstruction of bicycle and pedestrian facilities.

REVENUES



■ Commercial ■ Residential

EXPENDITURES



■ Commercial ■ Residential

The Safe Rate Table indicates what the cost per unit would be for the proposed SAFE charge for each category currently billed in Milwaukie.

SAFE RATE TABLE

Category	Account Type	Trips per Unit	Charge	Cost per Unit per month	Unit
		A	x B	= C	
1	Elementary/Middle School	0.75	0.46	\$0.34	Per Student
	Lodge				Per Member
2	Long Term Care Facility	2.00	0.46	\$0.92	Per Bed
	Heavy Industrial				Per 1000 ft ²
	High School				Per Student
3	Manufacturing Warehouse	4.00	0.46	\$1.84	Per 1000 ft ²
	Retirement Community				Per Dwelling Unit
	Religious Institution				Per 1000 ft ²
4	Light Industrial, Office	8.00	0.46	\$3.68	Per 1000 ft ²
	PUD				Per Dwelling Unit
5	Hospital, Business Park, Auto Care	16.00	0.46	\$7.36	Per 1000 ft ²
6	Special Retail, Supermarket	32.00	0.46	\$14.72	Per 1000 ft ²
	Recreational Facility				
7	Govt Office, Restaurant	64.00	0.46	\$29.44	Per 1000 ft ²
	Gas Station				Per Fueling Position
8	Fast Food, Convenience Store, Bank	128.00	0.46	\$58.88	Per 1000 ft ²
11	Single Family Residential	10.00	0.46	\$4.60	Per Dwelling Unit
12	Multi-Family Residential, Apartment or Condo	6.00	0.46	\$2.76	Per Dwelling Unit

The SAFE charge is waived to those households included in the Low Income Utility Program. Fee waivers may be granted for properties within the City that become vacant and water service is discontinued.

Some uses have a maximum monthly limit set by City Council. The monthly minimum fee is equal to a Single Family Residence rate, except in the case of Multi-Family units being billed separately which will be billed at the Multi-Family Rate. Portions of the rates are indexed for inflation as set in MMC.

ADDITIONAL INFORMATION

For more information about the SAFE Charge, please visit our SAFE web page:

www.milwaukieoregon.gov/SAFE

Or contact:

Engineering Department

6101 SE Johnson Creek Blvd
Milwaukie, Oregon 97206

engineering@milwaukieoregon.gov
503.786.7606





CITY OF MILWAUKIE



The City of Milwaukie invites the community to review and comment on our **Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way.**

Want to learn more about the ADA Transition Plan?

Visit the project website at:
www.milwaukieoregon.gov/engineering/ada

For questions, please email the ADA Coordinator at:
ADACoordinator@milwaukieoregon.gov

Public review open until
April 20, 2018.

The City's goal is to be accessible to the whole public, including individuals with disabilities.

Ad Content Proof

The City of Milwaukie invites the community to review and comment on our ADA Transition Plan until April 20, 2018. The City's goal is to be accessible to all of the public, including individuals with disabilities.

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www.milwaukieoregon.gov/engineering/ada

What is an ADA Transition Plan?

A transition plan includes all the steps needed to reach ADA compliance throughout the City over the next 25 years. All improvements in the right-of-way must meet ADA standards for ramp configuration, sidewalk width, and cross slope. Combined, these pathways are known as the Pedestrian Access Route and must be free of barriers. Approved Requests for Service will be addressed based on the severity of noncompliance.

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City of Milwaukie

April 24 · 🌐



The city's engineering department is currently updating its ADA plan for sidewalks and ramps and would like your input! Please take a moment to review the plan and let city staff know if you have comments or concerns about a particular location. The comment period is open until May 18. Click the for link more information:

<https://www.milwaukieoregon.gov/engineering/ada>



Ad Content Proof

The City of Milwaukie has extended the comment period on our Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way. We are inviting the community to review and comment until May 18, 2018. The City's goal is to be accessible to all of the public, including individuals with disabilities.

**Want to learn more about the ADA Transition Plan?
Visit the project website at
www.milwaukieoregon.gov/engineering/ada**

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For questions please email the ADA Coordinator at ADACoordinator@milwaukieoregon.gov



COUNCIL RESOLUTION No. 56-2018

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ADOPTING THE AMERICANS WITH DISABILITIES ACT TRANSITION PLAN FOR ACCESSIBILITY IN THE PUBLIC RIGHT-OF-WAY.

WHEREAS, Title II of the ADA requires a public entity of 50 or more employees to develop a transition plan that establishes the necessary steps to complete the changes needed to ensure accessibility compliance; and

WHEREAS, on September 17, 2015 the City Council directed staff to conduct a new self-evaluation of all existing accessibility barriers on pedestrian facilities in the public right-of-way; and

WHEREAS, the City has been working together with the Community Planning Advisory Council to establish priority corridors to connect facilities covered by the Act; and

WHEREAS, the City has solicited public comments on the proposed Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way for consideration by the City Council for adoption.

Now, Therefore, be it Resolved that the City Council hereby adopts the Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way, attached hereto as Exhibit A and authorizes the Engineering Director to develop Public Works Standards for the implementation of the adopted plan.

Introduced and adopted by the City Council on **June 19, 2018**.

This resolution is effective on **June 19, 2018**.

Mark Gamba, Mayor

ATTEST:

APPROVED AS TO FORM:

Jordan Ramis PC

Scott Stauffer, City Recorder
City Attorney